

## 17.17.090: REGULATIONS:

- A. Conforming Uses Only: All uses in the airport limitation overlay zones shall be subject to the regulations of this chapter and prescribed development standards within the airport master plan as amended.
- B. Creation Of Airport Hazards Prohibited: No variance, permit or use shall be allowed in the airport hazard area that would create or enhance an airport hazard.
- C. Use And Operational Limitations Within Airport Limitation Overlay Zones: No use shall be permitted which:
1. Creates or tends to create electrical interference to navigational devices and communication between aircraft and airports.
  2. Creates or tends to create gas, smoke, dust, glare or other visual hazards in the atmosphere around airports or in the airport hazard area.
  3. Creates or tends to create structures that interfere with aircraft safety.
  4. Creates or tends to create any type of hazard for the airport that would inhibit or constrain safe and acceptable airport operations.
- D. Height Limitation: Except as exempted in subsection E of this section or otherwise provided in this title, no structure shall be erected, altered or maintained, and no tree shall be allowed to grow, in any zone created by this title to a height in excess of the applicable height limit herein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:
1. Runway precision instrument approach zone: Slopes fifty feet (50') outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of ten thousand feet (10,000') and continues on for a distance of forty thousand feet (40,000') at a slope of forty feet (40') outward for each foot upward along the extended runway centerline. (Approach to runway 17.)
  2. Runway nonprecision instrument approach zone (larger than utility aircraft): Slopes thirty four feet (34') outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of ten thousand feet (10,000') along the extended runway centerline. (Approach to runway 35.)
  3. Visual runway approach zone: Slopes twenty feet (20') outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of five thousand feet (5,000') along the extended runway centerline. (Approach to runways 10 and 28.)
  4. Transitional zones: Slope seven feet (7') outward for each foot upward beginning at the sides of and at the same elevation as

the primary surface and the approach surface, and extending to a height of one hundred fifty feet (150') above the airport elevation. In addition to the foregoing, there are established height limits sloping seven feet (7') outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending to where they intersect the conical surface. Where the precision instrument runway approach zone projects beyond the conical zone, there are established height limits sloping seven feet (7') outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending a horizontal distance of five thousand feet (5,000') measured at ninety degree (90°) angles to the extended runway centerline.

5. Horizontal zone: Established at one hundred fifty feet (150') above the airport elevation or at a height of four thousand six hundred seven feet (4,607') above mean sea level (MSL).

6. Conical zone: Slopes twenty feet (20') outward for each foot upward beginning at the periphery of the horizontal zone and at one hundred fifty feet (150') above the airport elevation (4,607 feet MSL) and extending to a height of three hundred fifty feet (350') (4,807 feet MSL) above the airport elevation.

7. Within ten thousand feet (10,000') of the centerline of runway 17/35 the following height limitation shall apply:

- a. From five thousand feet (5,000') of centerline of runway, the height of all structures, uses and trees shall not exceed fifty feet (50') above the contour of the land on which it is proposed to be located.
- b. From five thousand feet (5,000') to ten thousand feet (10,000') of centerline of runway, the height of all structures, uses and trees shall not exceed seventy five feet (75') above the contour of the land on which it is proposed to be located.
- c. For structures or use from five thousand feet (5,000') to ten thousand (10,000) of centerline of runway, may apply to the county planning commission to exceed the seventy five feet (75') height limitation if the structure or use does not pose a threat based on the conditions outlined in subsection C of this section.

#### E. Exemptions To Height Limitation:

1. Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town or settlement where it is beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation.
2. Structures up to and including thirty five feet (35') in height above the ground level at its site where the ground elevation at its site is less than or equal to thirty five feet (35') below the height limitations defined in subsection D of this section, and is beyond all reasonable doubt that the structure will not adversely affect safety in air navigation. If in doubt, submission of FAA form 7460-1, notice of proposed construction (as described in section [17.17.100](#) of this chapter) shall be used to determine its effect on safety in air navigation. (Ord. 2004-10, 8-10-2004)